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The Daily Press.

HONG KONG, JUNE 11TH, 1908

An interesting article upon the effects of the modern system of education in Japan, appears in the *Revue des Deux Mondes* from the pen of M. VAY DE VAY. The subject is dealt with in a thoroughly philosophical manner; and the remarks which are made incidentally upon the habits and character of the Japanese, as shown by the children at the lower schools and the students at the Universities are of great interest as showing what the people, who will be the Japanese nation of the near future, are likely to become as formed by the system of education upon foreign lines which has now been generally adopted in the Country. The writer gives a careful history of the progress of the new education in Japan from the time when the Daimio-Schools were closed and a public school established at Tokyo under American professors who were invited to take charge of them. This was the beginning of public instruction in Japan upon modern lines, and it has developed into the establishment in the present day of 27,000 primary schools, 260 high schools and two Universities, namely those of Tokyo and Kyoto. With this movement in favour of male education that of the women had also necessarily to be reorganised and it is now obligatory that both boys and girls over the age of six be sent to one of the primary schools, which on the whole are much like the same establishments in other countries, but bear more resemblance to those in the West of America and in Southern Europe.

It appears that the early teaching in the home of filial piety which Japanese, like Chinese, children receive forms a good basis

to work upon in the primary schools. The Japanese in their homes make a great deal of quite young children, bestowing upon them an amount of care and attention, which would seem almost excessive, but which has the effect of developing in them not only devotion to their parents but also obedience to authority and loyalty to their sovereign. "Children brought up with such sentiments," says M. VAY DE VAY, "are excellent subjects for the primary schools. The masters have no difficulty in maintaining discipline and the children make rapid progress as they all study with perseverance, if not from pure love of study, at least out of self respect, and in order not to dishonour their parents." This, however, does not seem to be a rule without exception, as a tendency to wish to take the upper hand is sometimes shown—a curious example being given where a Japanese pupil said to the Master, "If you please, Sir, we don't want to read any more American history—we should like to read a book on the construction of balloons."—This does not look very much like the respect for authority which the paternal instruction in the home is said so greatly to foster; but it is stated that this kind of thing has of late been put down and the writer adds that "it is beyond dispute that the Japanese student is more conscientious, and more persevering than his European comrades; he is vain and self sufficient and does his best to succeed in anything which he undertakes. In this he resembles the American student." It might perhaps have been said that in this he very much resembles the grown up Japanese, and it gives a good idea of Japanese national character in adults so markedly displayed at an early age.

In regard to the higher education at the Universities the case does not appear to be quite so satisfactory. The adoption of European clothes does not seem to improve the Japanese. As soon as they go to higher school, they adopt a "soi disant" European costume of black cloth and leather shoes, and in quitting their primitive attire, seem to lose at once their cleanliness and their attractiveness. "Perhaps the writer attaches a little too much importance to this esthetic shortcoming, but he is careful to say that he notes this fact among others of the same kind, as a proof of the difficulties of the amalgamating and adopting the ancient regime with the modern. He however points out that it is only a small indication of more serious defects, and states that in his opinion the change from the old to the new has been made somewhat too rapidly, and that there is a danger of losing much that was valuable in the old system—and this chiefly in the direction of moral development. "The parents were the first to complain. They saw with apprehension their children, as soon as they had escaped from their charge, throwing aside all paternal authority and they had too often to deplore the consequences of this. The traditional, refined manners, the discipline, the filial piety—the solid foundation of the family life and of the Monarchy—all this threatened to disappear under a system of instruction which found no place for the development of these faculties of the soul." This defect, however, appears to be thoroughly recognised by the Japanese authorities themselves, and it may be hoped that some remedy will in one form or another be found for it. To some extent it is the natural outcome of so great a change as that which has been worked in Japan; and if it is fairly faced, it ought not to be beyond the power of remedy. The Japanese have never been mere imitators, though it has often been assumed that they were so. Time however, has shown that in adopting systems which are new to them they have always been careful to seize what is essential and reject what is merely necessary. They did so in regard to Chinese civilization in former days, and there is every reason to hope they will succeed in doing the same with respect to Western civilization. That they have recognised that general education is one of the most important steps in this direction is in itself a fact which augurs well for them. It is not surprising that they should have to encounter difficulties at the earlier stages of the great change which they have introduced, but we may confidently rely upon their sound sense to meet them and in the end to attain to a system which will embrace what is good in foreign learning, but still retaining much that is desirable in their old system.

Complaint is made that the introduction of foreign studies has had a tendency to induce a materialistic or sceptical tone. The natural genius of the Japanese has played its part in this. In a general way Japanese youth show a special aptitude for applied and practical science. This is easily understood, if for no other reason than that such science is definite and tangible, and there can be no doubt of the facts with which it deals, while the highest speculative philosophy must in its nature always remain vague and to a great extent matter of skilled opinion only. The Japanese students are perplexed with the variety of opinions of European philosophers and metaphysicians, and the result of their studying them has been a general discontent leading in some instances to despair and even suicide. The authorities, however, are well alive to this state of affairs, and are endeavouring to remedy it by the introduction of moral instruction and all that appertains thereto. It may thus be hoped that the evils which the change from their old system of necessity produced will be counteracted to a great extent, but it is clear that very much depends upon the nature of the moral teaching which is introduced. The whole system of education in Japan is based upon freedom of opinion as religious matters, and it is not likely that an attempt will be made to enforce any one specific creed. Something, however, will have to be found that will take the place of the old principles of filial affection, which have become weakened, but it is probable that they will not be abandoned; that their general tendency will be adhered to with some necessary modification. This, at least appears to be foreshadowed in a Rescript upon education which was promulgated by the Emperor of Japan in 1890 in which he commands students "to be obedient towards their fathers and mothers, and affectionate towards their brothers and sisters; to live in harmony with their wives; to be faithful friends; to bear themselves with modesty and moderation; to extend kindness to all, to effect progress in science and to cultivate the arts." Such is the summary of duty which the Rescript gives of the old system of filial piety, and it must be admitted that the principles set forth form an admirable basis for the moral teaching, the need of which is felt in order to counteract the tendency to materialism, which a too rapid introduction of Western thought has temporarily produced.

Sixteen plague cases yesterday brought the total up to 78.

A letter has been received from the Colonial Secretary, Colombo, intimating that the port of Hongkong has been declared a plague infected port under the Ceylon quarantine regulations.

At the Magistracy yesterday Mr. Wood sentenced a coolie to three months imprisonment for stealing a cheque valued at \$50, the property of Mrs. Drummond of Kowloon.

The Colonial Secretary has received notification from the Government of Eastern Bengal and Assam that Hongkong has been declared an infected port, and regulations that are enforced at the ports of Bengal will be enforced at the port of Hongkong.

The Duc de Montpensier and the Comte de Bernis (who passed through Hongkong this week on their way back to France via America) made an automobile trip recently from Saigon to Angkor, a project which was generally considered at Saigon to be impossible.

We learn that Mr. R. D. Ormsby, a former Director of Public Works here, left England on 8th May for Switzerland. He has given up his house in Ireland and intends spending six months or a year on the Continent. Mr. G. C. Cox, formerly editor of the *Hongkong Daily Press*, with Mrs. Cox who was in weak health, have spent the winter in the South of Europe.

Mr. J. J. Leiris, who has been Vice-Consul for Portugal in Hongkong for the past eight years, and acting Consul-General since the death of Mr. A. G. Romano, received by Mail yesterday official notice of his appointment as Consul at Hongkong, the decree being dated April 23rd. The appointment is one which will give general satisfaction, not only among the Portuguese community but likewise among all others whose business brings them in touch with the Consulate.

An interesting experiment is being undertaken at the various Customs-houses of Japan, to ascertain what proportions of the foreign trade of that country are being done by natives and foreigners respectively. The returns are to be published periodically, for the benefit of Japanese business men, and the result of the first investigation is of an instructive character. Of the export trade dealt with by the Customs of Kobe, it is ascertained that 35 1/2 per cent is handled by Japanese dealers and 64 1/2 per cent of the import trade also falls to the share of the natives. The balance of business is shared principally by British, German, and Chinese merchants.

Several well-known politicians have taken part in a meeting at Brindisi to further the doubling of the railway line from Bologna to the Southern Adriatic coast, an improvement already promised before the Italian Railways were taken over by the State. The speakers held that the Government was bound by the undertakings of the former company, pointing out the evident gain to commerce from what is after all a real necessity if trade in the provinces affected is to be given a proper chance of development. The doubling of the line would certainly facilitate the passage of the Anglo-Indian mail on its way to and from the port of embarkation. The matter is, therefore, one in which many persons outside Italy will take some interest.

A fireman on board the Pacific Mail steamer "Korea" committed suicide yesterday by hanging himself in the stokehold.

During a squall yesterday afternoon a sampan was capsized in the harbour off Pottinger Pier and the two passengers and crew of four were thrown into the water. Fortunately the launch "Shun Wo" was passing and she picked up the people in the water and took the launch in tow.

The Y. M. C. A. Parliament met on Tuesday evening to consider the question of "Colonial Representatives to the House of Commons." The subject was generally regarded as non-contentious for the advisability was apparent, yet one member of the opposition expressed his disapproval, but the others contented themselves by suggesting amendments. Expressions of views on the matter were made by Messrs. McPherson, Harrington, Fuller, Brown, Lowry, Baker, Cabey, White, Nairn and Steadman.

In reply to Mr. Bowles, who inquired whether the steamship "Zambesi" was forcibly taken possession of last month in the Surrey Commercial Dock by a mob of 200 persons, Mr. Gladstone (Leeds, W.) said:—The incident referred to took place on the private premises of the Surrey Commercial Dock Company, who employ their own police; but I have made inquiry, and I am informed that the description of the incident which has appeared in the Press is exaggerated, and that no disorder occurred. While the "Zambesi" was discharging cargo on the afternoon of the 9th ult. a party of 10 Chinamen arrived, followed by a number of English members of the Seamen's Federation, who protested against the employment of foreigners. A conference took place on board as a result of which the Chinamen left, and the Englishmen were signed on. (Laughter.) I am informed, further, that the "Zambesi" was not taken forcibly possession of, there was not a mob of 200 persons; and, so far as can be ascertained, there was no intimidation.

THE "POWAN."

Little remains to be added to the tale already told of the disaster which befel the "Powan" on Monday night. The missing is now put at 27 and as there is a likelihood of several of those having been rescued the loss of life will not probably exceed nine or ten. The "San Cheong" was very effective in the rescue work, picking up in all 117 persons. When Captain McGinty discovered that something was wrong he ordered three boats to be lowered, and taking command of one reached the scene in time to be of the greatest assistance. The steamer does not offer much hope of successful salvage.

AMOY AND THE OPIUM QUESTION.

In accordance with the Settlement Land Regulations at Amoy the Senior Consul (Dr. Metz, Consul for Germany) is convening a meeting of the 15th inst. at which the following resolutions are to be submitted:—

- 1.—That all Opium Smoking Shops and Houses be closed within two months of the issue of a Special Proclamation on the subject, which Proclamation will be issued immediately after the approval by the Consular Body.
- 2.—That a certain limited number of shops be licensed for the sale of prepared Opium; half these said shops to be closed by the 31st March 1909, and the remaining half by the 31st March 1910.

INDIAN ITEMS.

The Bombay Chamber of Commerce has addressed a communication to the Government of India, asking that the 3 per cent. Government Paper may, under certain conditions, be converted into a 5 1/2 per cent. issue.

One of the largest fires that had been witnessed in the Fort District, Bombay, broke out in a godown used by Messrs. Karp & Co. as a laboratory. The total damage has not yet been ascertained, but it is believed will amount to between five and six lakhs of rupees.

Mr. Justice Boddam, who has just retired from the High Court of Madras and was proceeding to Bombay en route for England, suddenly died in the train before he reached Rangoon.

After forty-three years' connection with the commerce of India, principally in Calcutta and Bombay, Mr. Elworthy C.I.E. left the country for good by the mail steamer of May 23rd. He was entertained by the Bombay Traders Association to a farewell dinner and the Master, Mr. G. D. Trylen, spoke warmly of his services to the country, both as a commercial man and as Colonel of the Calcutta Volunteers and a member of the Legislative Council of Bengal, to which he was twice nominated by Government. He hoped that his wide and unique experience of the conditions all over India might be available to the authorities at home, now that he was going into partial retirement.

The details of the Tibet Trade Regulations have been made public. Its provisions are too numerous to summarise, but it may be mentioned that it provides for the leasing of houses and lands for godowns by British subjects at the various trade marts. The administration of the marts is to remain with the Tibetan officials, under the direction of Chinese officers. Justice is to be impartially administered by the Tibetan and Chinese on all offenders irrespective of nationality. After the withdrawal of British troops all the rest houses built by Great Britain are to be taken over by China at cost price and rented to the Government of India at a fair rent. British Trade Agents are to make arrangements for the carriage of their mails and couriers are to receive every possible assistance. Finally the regulations are to remain in force for ten years.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lash Charmant and Special Skin Tonic and Face Cream will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE LATE COLONEL MARTIN.

Tokyo, June 10th.

Colonel Martin's body has not been found yet, and the searchers are not hopeful of discovering it owing to the intense coldness of the water.

PORT ARTHUR MEMORIAL.

Tokyo, June 10th.

The memorial at Port Arthur erected by the Japanese in memory of the Russian dead was unveiled to-day in the presence of General Nogi and representatives of the Tsar.

[BREITER'S SERVICE.]

RUSSIA.

LONDON, June 7th.

At St. Petersburg, M. Stolypin, interviewed by Reuter's representative, said that the meeting of the two monarchs would doubtless confirm Russian sympathy for Great Britain and also emphasize the mutual desirability of a commercial rapprochement.

Following an acrimonious debate on irregularities in the Navy and Ministry of Marine, the Duma rejected the credit of eleven million roubles for new battleships, and passed resolutions demanding investigation and punishment of the illegalities.

THE KING'S VISIT TO RUSSIA.

LONDON, June 8th.

The President of the Russian Duma, and the leader of the constitutional democrats, interviewed by Reuter's representative, welcomed the King's visit as cordially as M. Stolypin, but it was significant that both sought to connect it with the internal situation in Russia, the former declaring the visit as opportune now that a representative system of government was firmly established, and the latter viewing the visit as paid to constitutional Russia, to seal the international recognition thereby affixed to the new regime. Only the extreme right, and extreme left object to the visit, each fearing the other will turn it to his own advantage.

SERVIA AND MONTENEGRO.

LONDON, June 8th.

The Serbian Minister has left Cettinge, but it is declared at Belgrade that the relations of the two countries are not broken off though of the most strained character. It is also stated that Serbia expects an apology from Montenegro.

THE AMERICAN BATTLESHIPS.

LONDON, June 8th.

The battleships *Maine* and *Alabama* have left San Francisco for Honolulu, Manila and Suez. Mr. Garfield, Secretary of the Interior, is on board the *Maine* going to Honolulu to investigate the immigration problem.

THE BANK FAILURE IN MADRAS.

APPLICATION FOR DISCHARGE.

At the London Bankruptcy Court an application was made for an order of discharge on behalf of Mr. J. M. Young, partner in the firm of F. Macfarlane and Co. bankers, merchants, of London and Madras. The failure occurred in October, 1906. The liabilities expected to rank were returned at £470,153, and the trustee reports that the estate will realise about £20,580. On the date of suspension Mr. P. Macfarlane committed suicide, and the other partner in India, Sir George Gough Arbuthnot, has been sentenced to a term of imprisonment for fraudulently disposing of the firm's assets. The failure was explained by loss of upwards of £120,000 by speculations on the India planters, and £75,000 by speculations in metals. The statutory offences of insolvency of assets to pay the creditors 10s. in the £ and imperfect book-keeping were reported by the Official Receiver.

Mr. Biddle, on behalf of the applicant, asked for an unconditional order on the ground that this client was only a salaried partner in India, and had no knowledge of the speculations of his London partner.

The Registrar, although fully agreeing that it was a very hard case, held that he was bound by the act to impose the minimum suspension of two years.

Order entered accordingly.

If it be admitted that Japan in Korea should do what the British did in the Transvaal, that is, to hand over everything to the conquered—if it be the case that the Koreans are left and ready to receive such consideration as were the Boers—and if, finally, it be established that one may make an omelette without breaking an egg, then such observers as F. A. McKenzie, and such books as his "Tragedy of Korea," deserve respectful attention. If these premises be denied, we think there is no doubt that the author should be ignored, and his book thrown on the fire. This writer—one of the new school of war-correspondents—has for some time been showing an extravagant anti-Japanese bias, particularly in the *Daily Mail*, of which typical journal he seems to be a typical employee. We can admit at once that he writes well, and as an admitted work of imagination we should gladly recommend "The Tragedy of Korea," as being vastly entertaining. As a contribution to history we refuse to accept it seriously. It is too patently the work of a man unable to take "the wider view," he professes, or even an impartial view. Messrs. Kelly & Walsh Ltd. sent us our review copy, and we regret that we are unable to push it sale.

SUPREME COURT.

Wednesday, 10th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS FERGUSON).

AN ADVERTISING AGENT'S CLAIM.

An interesting action was heard in which Daniel Maher, advertising agent, claimed from Lam Woo building contractor \$10,000 damages for failure to comply with the special performance of a contract dated October 11th, 1907, relating to a scheme of placing advertisements on a shoring surrounding a new building being erected for Messrs. Jardine Matheson and Company. Plaintiff conducted his case himself, instructed by Mr. G. K. Holmes, and Mr. M. Slade, instructed by Mr. Daniels, of Messrs. Johnson, Stokes and Master, appeared for the defendant.

The statement of claim was that plaintiff was to obtain orders for advertisements and that plaintiff was to receive half of the money received. Plaintiff said he noticed from the local newspapers in September 1907, that Messrs. Jardine Matheson and Co. were about to erect new premises at the corner of Pedder Street and learning that defendant was the contractor he approached him with a view to securing the use of the hoarding for advertising purposes. Defendant agreed to sell the rights to plaintiff and an agreement was entered into between the parties whereby it was arranged that defendant should furnish the necessary material, that the advertisements should be painted on tin, that plaintiff should canvass for advertisements, and that the money received for advertising should be divided equally between both parties. Shortly afterwards he discovered that defendant had entered into an arrangement with another man to canvass for advertisements. When he met defendant in the street and asked him the reason for such conduct, defendant said he did not know plaintiff's address, and when he pointed out that the address appeared on the contract, defendant said he thought plaintiff was dead. Plaintiff told him he would hold defendant to the agreement and when the hoarding was erected in November plaintiff inserted a notice in a local newspaper warning advertisers. On the 28th November in consequence of a letter received from Lam Woo he saw the latter who asked him if he was tired of fighting. Plaintiff said he was willing to settle. He wanted half share of the business already done and the canvasser to refrain from doing further business. Defendant said that was impossible, and rather than agree to plaintiff's terms he would spend \$50,000 fighting him. It was then suggested that plaintiff should canvass until such time as defendant could get rid of the other man. Plaintiff subsequently met the other man who was named Pollock and he agreed to have nothing further to do with the advertisement scheme. He mentioned this to Lam Woo who said plaintiff ought to pay the \$100 but plaintiff said it ought to be defendant who should pay. The latter replied that Pollock had got too much out of him already. Plaintiff detailed further conversations with Lam Woo relative to settlement, but they could not agree.

Cross-examined—He did not know that Lam Woo was the contractor for the Post Office or that advertisements appeared on the hoarding there. When he approached Lam Woo a rough boarding surrounded the place and he suggested that a better one be erected. It was his idea that the advertisements be painted on tin. He did not tell Lam Woo that he had a dozen advertisements in his pockets or that he could get them immediately. He canvassed for advertisements but only got one because they could not agree as to the price. He was engaged in other work and it was understood that as soon as that was finished he would begin canvassing for advertisements for this hoarding. It was understood that all moneys were to be paid to Lam Woo and the latter did not put up certain advertisements because by its terms plaintiff could collect the money.

Karl William Longuet, managing partner of Kruse and Company, said he had signed the contract produced. Mr. Pollock brought it to him saying he was authorised by Lam Woo, to procure advertisements for the hoarding. He paid the money to Mr. Pollock who signed on behalf of Lam Woo. Plaintiff then came to him and said he was the man who was canvassing for such advertisements, but he told him he had settled with Pollock. The term of the contract expired in March but the advertisement was still up "free for nothing."

Plaintiff then called witnesses to show he had approached them for advertisements. Mr. Slade said there was no case to answer. His Lordship disagreed, pointing out that on the face of the agreement it was a breach to employ somebody else.

Mr. Slade said the reason was that plaintiff did nothing for a time. The defence was a denial of the terms of the contract stated. The plaintiff was to receive half of the money received for advertisements which he procured and he was to have no interest in any other advertisements.

Defendant said that after the contract had been signed with Pollock to obtain advertisements and he entered into contracts with the advertiser himself. He had always been ready and willing to accept any business plaintiff brought in. At an interview it was arranged that plaintiff was to pay Pollock \$100 to go out and that Pollock was to pay him \$200 to go out, but both were penniless and asked him to advance the money so that the agreement came to naught.

His Lordship said he did not think plaintiff had a leg to stand on.

Mr. Maher then addressed the Court. His Lordship said plaintiff had himself to blame. He had a good idea and persuaded Lam Woo to accept it but let it slide. He could not conduct business that way. Judgment for defendant.

Hongkong & Neighbourhood	S. W. ... fresh; egg probably under shower
Formosa Channel	Same as N
South coast of China between Hongkong and Lamocks.	Same as N
South coast of China between Hongkong and Hainan.	Same as N

convicted of his guilt, maintain in accord with continental notions in such matters, it is his duty to commit suicide for the sake of his family and in order to put a scandal. But would this put a stop to Harden in the last number of the "Zukunft."

It rarely happens that so large a number of the nation's defenders are lost to a country as in the case of the "Matsuoka" ship. The disaster, and more rarely still that so many distinguished families are thrown into mourning.

The funeral over the remains of the "Matsuoka" cadets and officers was one of the most remarkable witnessed in Tokyo for many years past, and will long be remembered for its character. The mortal remains of five officers, young and old, were laid to rest with simple Shinto rites at the Aoyama cemetery, and the approaches to the necropolis were black with human beings. Prior to this burial ceremony a funeral

'Sir William H. White, in proposing "ways and shipping," observed that one branch of the least he knew something about, but the other branch he did not profess to know much. He knew this, however—that these national interests were, next to agriculture, the greatest of our national interests; and he thought that two of the best customers of the Iron Steel Institute were railways and ships. Both railways and ships were engaged in

Mr. J. Adamson seconded the resolution and the adoption of the report, which was carried unanimously.

The Bessemer gold medal for 1908 was presented to Mr. Benjamin Talbot of Midvale, Utah, by Mr. H. C. Brown.

Sir Hugh Bell, in making the presentation, said Mr. Talbot had investigated the problem surrounding segregation and pointed out the direction in which the industry should move. The president also referred to the continuous steel furnace with which Mr. Talbot's name was associated, and said, although the problem of continuous work might not have been completely solved, it would not be denied that the process was an important step in the right direction.

Talbot had earned the Bessemer medal as an experimenter and as a pioneer.

The reading and discussion of papers followed, then proceeded with.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM TACOMA AND SEATTLE.

THE Steamship
"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any, whatever.
McGREGOR BROS. & GOW,
Agents.
Hongkong, 5th June, 1903. 837

NAVIGAZIONE GENERALE ITALIANA
(Florida and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.
THE Steamship

"ISCHIA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.
No Fire Insurance has been effected.
CARLOWITZ & CO.,
Agents.
Hongkong, 4th June, 1903. 4

S.S. "POLYNESIAN,"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Douro" from Havre ex ss. "Douro," from Bordeaux ex ss. "Frederic Morel" and "Verbeke" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognized. All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been effected.
P. NAGIN,
Acting Agent.
Hongkong, 8th June, 1903. 2

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KARONGA,"
Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst., at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 9th June, 1903. 950

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MONTROSE,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 9th June, 1903. 946

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1902. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong 26th February 1903

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August 1904

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS at 31st DECEMBER, 1902 \$17,837,119.

I. AUTHORIZED CAPITAL... \$3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FUND... \$3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1897. 1146

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.
Hongkong, 12th May, 1903. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95
2,000 do. ... \$85
1,500 do. ... \$75
1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS. And all other Philatelic Goods.

GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 9th June, 1903. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, a Portion of MARINE LOT Nos. 21 & 33 on PRAIA LIMA. Approximate AREA 13,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1903. 184

VAN HOUTEN'S COCOA

Children never tire of its exquisite natural flavour and it is as healthful as it is delicious.



BEST & GOES FARTHEST.

CITY OF PALACES.

At 12 o'clock, when the men at the tea-tickets of the exhibition gave their first shout of "This way, please," dense crowds, who had been waiting more than an hour with perfect good humour under sheltering umbrellas, surged forward with a sudden excitement.

They had been waiting to enter a new and unknown city of palaces and treasure houses, and they had a keen-edged curiosity which urged them forward. For a few moments it seemed as if there might be a crush. At the Uxbridge-road entrance a crowd of well-dressed women, the advance guard of an invading army, pushed their way, with such impetuosity that there was almost a scrimmage, and when the crowd behind pressed forward in a dense mass there was a rushing cry from a few nervous people.

Fortunately the attendants kept their heads, and with perfect courtesy, as well as determination, they formed a cordon, which checked the disorder. They were helped by the crowd itself. After the first excited charge, these tens of thousands of people, who poured out of all the railway stations converging upon the exhibition, made their way forward in long queues, with admirable patience and good temper, thousands got separated from their wives and ladies signalled with handkerchiefs for sisters and friends. So they poured into the galleries leading to the central courts and palaces, and the steady tramp of their feet over the wooden floors, the noise of their laughter, and the hubbub of their speech, in French and English, was the first good proof that the Franco-British Exhibition is to be the rendezvous of the world.

"What was one's first impression?" Frankly, the first impression of all was that, in spite of the welcoming turnstiles, the exhibition was still a long way off! One walked and walked for what seemed half a mile of galleries, with delicate draperies overhead, through which there came a cool green light, and on either side small rooms and large stills, chiefly furnished with piles of packing cases marked "fragile" and "this side up." There were, no doubt, many treasures within those cases, but not yet were they displayed. One room hung with beautiful photographs another with reproductions of five pictures (tempted one to pause, but the crowd pressed forward, eager to see what lay beyond).

Then at last the gallery ended, and from those who stepped out into the Court of Arts there came the first gasp of astonished delight. Yes, here was the exhibition! One stood in a little world of snow-white buildings. Above was a leaden sky, and the rain was drizzling drearily, but no weather could spoil the effect of these white palaces, with domes and minarets, with white columns and balconies, with all the splendour of some Oriental city. Passing onward one came into the Court of Honour, surrounding a lake of greenish water, ruffled, alas! by the rain. Then the first exclamations of astonishment were succeeded by a silent wonder. Under a blue sky—the place would have dream-like in its beauty. Under a grey sky it was still beautiful.

Across outside of the lake rose a bridge of many arches with an exquisite effect of light and grace, and here and there jutting out into the lake were pavilions crowned with domes like Eastern mosques. A great waterfall poured into the lake with a dull roar; in the sun it would have gleamed with gold, but yesterday it was like molten lead, but not unimpressive or unpicturesque. Above it towered the Hall of Congresses, a fairy building with many pinnacles and minarets fretting the sky-line. And this picture was closed in by the French and British Palaces of Industry, great buildings of Indian architecture, with ornate facades and richly decorated mouldings. To those who had just come from the seclusion of the Uxbridge-road on a rainy day this scene was enticing to the imagination. In perfect purity of whiteness was very restful to the eye. One thought vaguely of the Taj Mahal at Agra, or of some old dream city of the Arabian Nights, where Oriental women veiled their beauty.

Near by was the Palace of Music, another of these white places, but inside one had a feast of colour for it was here that the Prince and Princess were to hear the Hymn of Welcome, and it was crowded with the colours of France, and frescoed with allegorical paintings and carpets in red and blue. On the dais was a canopy of flowers and the gilt chairs for the Royal visitors and their suites.

Having then this glimpse one passed out again, and then, for the first time, the vastness of this exhibition began to dawn on one. The Court of Honour was but the beginning of a great city of buildings grouped round spacious gardens, where already flowers are blooming in the beds and the turf is green and smooth, and where the red paths lead to many by-ways lined by pavilions of the two nations, by Oriental kiosks and buildings in many styles of architecture from an old Bristol shop of the seventeenth century to an Irish Round Tower.

Unfortunately the weather was terribly unkind, and one's eagerness for exploration was damped by the steady rain. But, in spite of this, many went in search of adventure. Elegant women tucked up their skirts, silk-hatted men hoisted their umbrellas, and they splashed valiantly through muddy pools, dashed across open spaces and penetrated into the locks and corners of the great city.

After the bewilderment of the general view, after studying the exterior appearance of the Palaces of Arts and Crafts, a long vista of white architecture, as light and airy and graceful and decorative as the genius of French taste can conceive, the smaller "side shows" round the Grand Avenue of the Colonies were the most interesting. In the big buildings very few of the exhibits are yet displayed.

The Palace of Fine Arts, which will have a magnificent collection of pictures, is closed. The Canadian Hall has a notice of "Electricity." No admission except on business. Many of the other great buildings are still unopened for visitors, and workmen and attendants are still putting finishing touches to the decorations and wrestling with the mountains of packing cases which are yet unpacked.

But some of the odd corners of the exhibition provided amusement to those who were careless of the wind and rain. In the Ceylon village one came unexpectedly into an Eastern scene curiously natural and realistic. A number of Chinese men and women stood at the rain out of native houses and temples. Some of them, puddling in the mud with bare feet, were painting frightful green devils and alarming gods with an air of religious fervour, and with an Oriental disregard of external circumstances. In the Indian village some Hindus were watching French workmen putting up pasteboard temples. In the Irish village, wonderfully quaint with its little whitewashed houses and thatched roofs, with its copy of the old Celtic cross as it stood in the bog, more for more than a thousand years, and the ruins of an Irish abbey, and the tall round tower, some charming cottages shook their long hair in the rain, and laughed at the poor donkeys who huddled away from the wet under the shelter of old walls. A charming bit of "the old country," with an interesting exhibition of Irish industries.

One's first impressions, especially on such a day of rain, were only preliminary, and naturally inadequate. One caught a glimpse of the "Rocky Mountains," with water trickling from

their peaks, and of the curious "Flip-Flap" railway, which will certainly provide new sensations. One caught glimpses of miniature French colonies in course of construction, and heard very forcible French expressions from the foremen of gangs of workmen engaged upon "Algeria" and "Tunis." All this was promise rather than fulfilment, and one returned to the central courts to gaze again at the ever astonishing splendour of these great palaces which seem to have been transported to the outskirts of London by the magic wand of enchantment.

SOCIETY FOR THE PROPAGATION OF THE GOSPEL

The 207th annual meeting of this society was held last month in the great hall of the Church House. The president, the Archbishop of Canterbury, took the chair. Among others present were the Archbishop of Brisbane, the Bishops of Hereford, Rochester, Bath and Wells, Wellington, Auckland, Waiapu, Uganda, Lahore, Singapore, Tinian, Carpentaria, Natal, Goulburn, Kinsale, and St. John's, Kaffaria, Bishop Hamlyn, Bishop Gaul, Bishop Montgomery, and the Dean of Ely.

Bishop Montgomery, the secretary, reviewing the year's work, said that in South India the society was preparing to strengthen to any extent the "Telugu mission." At Delhi an Indian professor, Dr. Bala, was at the head of the University department, with English clergy under him—a development at which the society rejoiced. In Burma a strong brotherhood had been founded, and it was hoped that a strong staff of women workers would be found there before long. In South and West Africa there were many great problems to be solved. Bishop Hamlyn must be given a competent staff of men and women for West Africa. In Canada, where the Church was faced with one of the most pressing of problems, the society's efforts, with those of the S.P.C.K. and the Colony and Continental Church Society, had transformed the condition of Church life in the prairie diocese. The society's income had been £26,613. Special funds were less by £6,000, but the general fund had never been so high. The greatest development of work in the coming year would be in the children's department.

The President said that as a Trustee of the British Museum he had sometimes asked why hundreds of tons of local newspapers and railway timetables should be kept, and he was always told that the historian of the future would want them. He pitied that unhappy historian, and could realize something of his feelings, in view of the mass of literature issued in connexion with the Pan-Anglican Congress. None of that literature, so far as he had seen it, was useless; but he advised each individual to select one portion of it for study. To take it all would be like eating a whole box of concentrated meat lozenges. It was advisable, also, to take one or two thoughts or guiding threads, and follow them through what might otherwise be the confusing labyrinth of religious knowledge. One fruitful thought was that missionary problems, which might be described as territorial when the world was divided into watertight compartments, were now largely racial. In the United States the great problem was how to deal with the Chinese, in Canada how to deal with European and Asiatic immigrants.

In South America, too, the intermingling of Europeans and Asiatics had created entirely new problems. In Japan, the biggest problem, and perhaps the most hopeful in the Far East, was that offered by the Chinese students. This month a new Bishop was being sent to Polynesia. Among many of the natives there a magnificent work had been done by other denominations; but the Bishop would have to deal largely with Indian coolies, some of whom might ultimately go back as Christian missionaries to their own people in India. In the north of Australia there were extraordinarily difficult problems connected with the Aborigines. God was teaching us not to look merely at a particular bit of the earth, but to see how he had planned to deal with the different characteristics and powers, and to think how those gifts were all going to enrich and strengthen the Church throughout the world and make it what it ought to be. (Cheers.)

Bishop Hamlyn, from the Gold Coast, said that thousands of white men were now to be found in that country, and Englishmen wanted their own church. When he asked young clergymen to come out, they said that their friends wished them not to go to such a dangerous climate. As a fact, he had suffered more from the English climate in the last two months than he ever had in West Africa. It was heart-breaking that people should be crying out for schools and churches, and no efficient men could be got for them.

The Rev. W. H. Vance, from Canada, said that the problem there was not merely to reach the new settlements, but to reach them first. Roman Catholics, Methodists, Presbyterians, Baptists—everybody helped to build the first church in a new place; but the second church had to be built by its own adherents.

The Rev. C. H. Cole, from a missionary in Madagascar, said the Christians were now undergoing great persecution. The French Government, trying to drive Christianity out of the country, had closed a large number of the mission schools, and had even tried to close the churches. The administrator in the speaker's own district looked a church door and took away the key, saying to the Christians that they could tell their God where it was. Even after a personal appeal to the Governor-General it was three or four months before he could be got to reopen the church.

The Bishop of Goulburn said that in settled Australia, with its large cities, the Church was not only self-supporting but zealous and generous in missionary work. The claims of scattered Australia, however, were keen and urgent. Their own Church people were, for want of the ministrations of religion, lapsing into a white heathenism.

The Bishop of London presided at night over a very large audience in the Albert Hall. The proceedings were opened with selections from Mendelssohn's oratorio St. Paul rendered by a large choir; and the chief speakers in addition to the chairman, was the Bishop of Lahore and the Bishop of Auckland.

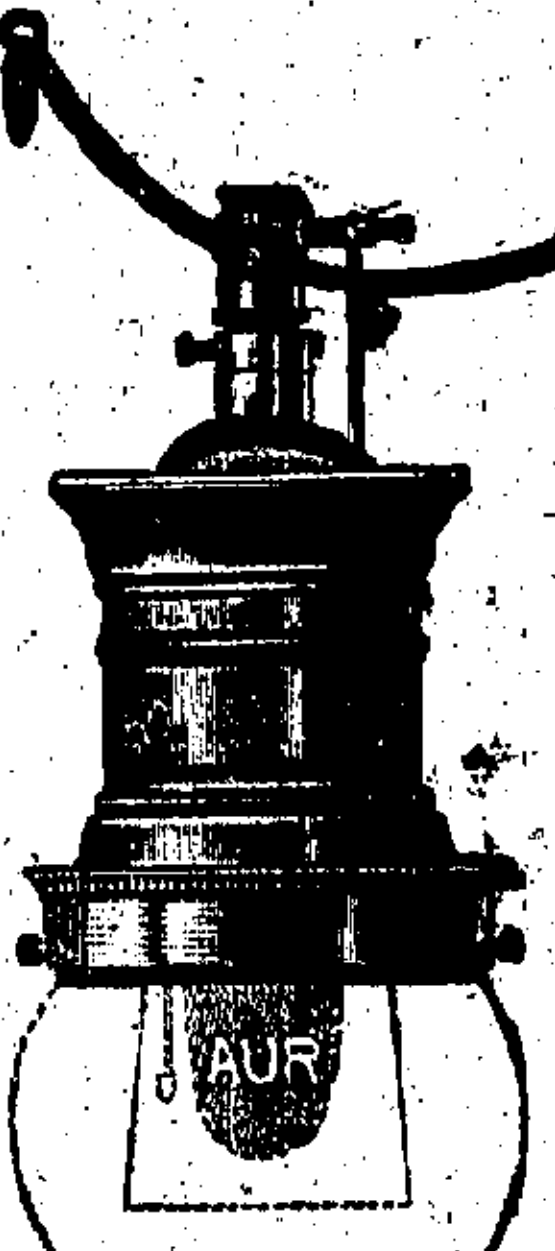
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Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1903. 383

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SHIPPING.

ARRIVALS.

BINGO MARU, Japanese str., 3,873, A. Christensen, 10th June—Antwerp via London 28th April, and Singapore 5th June, General—Nippon Yusen Kaisha.
 CHANGCHOW, British str., 10th June—Canton, Daint, Norwegian str., 10th June—Canton.
 GUNNEAR, British str., 2,355, W. J. Houghton, 10th June—Hakodato via Shanghai 7th June, Sulphur—Mitsui Bussan Kaisha.
 HAICHING, British str., 1,287, W. O. Farnmore, 10th June—Coast Ports 9th June, General—Douglas, Lapraik & Co.
 HONGKONG, British str., 2,555, R. S. Bainbridge, 10th June—Singapore 4th June, General—Chinese.
 HOPEH, British str., 1,205, G. J. Spink, 9th June—Swatow 8th June, General—Butterfield & Swire.
 JACOB DIEDERICHSEN, German str., 630, A. Hansen, 10th June—Haiphong and Hoihow 9th June, Rice—Jensen & Co.
 JOSEPH MARU, Japanese str., 702, H. S. Smith, 10th June—Tientsin via Amoy and Swatow 9th June, General—Nippon Yusen Kaisha.
 KURASHIO, British str., 10th June—Canton.
 LOCKHART, German str., 1,020, W. Taubert, 9th June—Haiphong 3rd June, Rice and Wood—Butterfield & Swire.
 MALTA, British str., 6,033, R. A. Peters, 10th June—Bombay 28th May, and Singapore 5th June, Mails and General—P. & O. S. N. Co.
 ROSSAD, Norwegian str., 897, H. Milson, 9th June—Haiphong 6th June, Rice and General—Agard, Thorsen & Co.
 TAIWAN, British str., 9th June—Canton.
 TIENTSIN, German str., 1,003, O. Koch, 10th June—Bangkok 1st June, Rice—Butterfield & Swire.
 YOKOHAMA, British str., 10th June—Canton.

CLEARANCES

At the Harbour Master's Office.
 10th June.
 Eiger, Norwegian str., for Manila.
 Chozo, British str., for Singapore.
 Kueichow, British str., for Swatow.
 Malta, British str., for Shanghai.
 Mathilde, German str., for Hoihow.
 Ocano, British str., for Shanghai.
 Rui Mau, German str., for Shanghai.

DEPARTURES.

10th June.
 CHANGCHOW, British str., for Swatow.
 FUKUSHI MARU, Japanese str., for Swatow.
 HANTANG, British str., for Shanghai.
 KANAGAWA MARU, Jap. str., for Singapore.
 MANDAL, Norwegian str., for Saigon.
 MONTROSE, British str., for Shanghai.
 NISKO MARU, Japanese str., for Nagasaki.
 SAGOVIA, German str., for Singapore.
 YUENBANG, British str., for Amoy.

SHIPPING REPORTS.

The British str. Haiphong reports: Variable light air and fine weather throughout.
 The British str. Glenearn reports: Formosa Channel, moderate North Easterly winds and overcast.

VESSELS IN DOCK.

June 10th.
 ABERNETHY DOCK.—Borogon, Fiume, Pilsener, Courtfield, Knickerbocker, Manila, Arabia, Shantung, Sir Wm. Jervois, Hongkong, Cosmopolitan Dock.—Carl Diederichsen.

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"JAPAN,"
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NOTICE.

For SALINA CRUZ, MEXICO.

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 Hongkong, 5th May, 1908. 804

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON & ANTWERP via SUEZ CANAL	GLENHORN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP via SINGAPORE &c.	CANDIA	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	CALEDONIAN	Brit. str.	—	J. H. Ferguson	SHEWAN, TOMES & CO.	About 23rd inst.
LONDON & ANTWERP via SINGAPORE &c.	PALEMBANG	Brit. str.	—	J. H. Ferguson	P. & O. S. N. Co.	About 23rd inst.
HAIPHONG & HAMBURG via STRAITS, &c.	DOYUWUN	Ger. str.	k.w.	Melchow	HAMBURG-AMERIKA LINE	On 12th July.
HAIPHONG & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINE	On 28th July.
HAIPHONG & HAMBURG via STRAITS, &c.	SILONIA	Ger. str.	k.w.	V. Dabow	HAMBURG-AMERIKA LINE	On 15th inst.
LISBON, HAVRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k.w.	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst. at 1 P.M.
MARSEILLES &c. via PORTS OF CALL.	TOKIN	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 24th inst. at Night
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KAKAYA MARU	Jap. str.	—	G. S. Leprik	MELCHERS & CO.	Beginning of July.
MARSEILLES, HAVRE COFENHAGEN, &c.	BRISGAWIA	Ger. str.	k.w.	Girtenbrun	HAMBURG-AMERIKA LINE	On 23rd inst.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	HELLAS	Ger. str.	k.w.	P. Groesch	HAMBURG-AMERIKA LINE	On 18th inst.
GENOA &c. MARSEILLES & HAMBURG	PRINZ HEINRICH	Ger. str.	—	S. Clunak	MELCHERS & CO.	On 17th inst. at Noon.
NAIERS, GENOA, AGENS, GIBRALTAR &c.	TRIESTE	Aus. str.	—	—	SANDER, WIELEB & CO.	On 20th inst. P.M.
TELESTE &c. via SINGAPORE &c.	OKANO	Brit. str.	—	—	ABERHOLD, KARBBERG & CO.	About 25th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th inst. at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	LEAF MARU	Jap. str.	—	G. S. Leprik	CANADIAN PACIFIC R. Co.	On 16th inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	TRIMONT	Am. str.	—	G. C. Christiansen	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	MARIN	Brit. str.	1 m.	C. Lindbergh	CHINA COMMERCIAL S.S. CO.	To-day, at 5 P.M.
VICTORIA, B.C. & TACOMA via JAPAN	YAWATA MARU	Jap. str.	—	K. Homma	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
SALINA CRUZ, MEXICO via MOJI & JAPAN	ALDENHAM	Brit. str.	—	J. Minson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	St. John George	MELCHERS & CO.	On 18th inst. at Noon.
AUSTRALIAN PORTS via MANILA	CURONIA	Rus. str.	—	T. Harrison	GIBB LIVINGSTON & CO.	On 10th July, at Noon.
AUSTRALIAN PORTS via PORT DARWIN	YUENBANG	Brit. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	About 5th July.
AUSTRALIAN PORTS via MANILA	KOBE MARU	Jap. str.	—	W. von Senden	MELCHERS & CO.	To-morrow, at 4 P.M.
VLADIVOSTOCK	PRINZ WILHELM	Ger. str.	—	Zwart	JAVA-CHINA JAPAN LINE	About 26th inst.
KOBE AND YOKOHAMA	AMIRAL EXHIMANS	Frenc. str.	—	R. A. Peters	CHINA COMMERCIAL S.S. CO.	Quick despatch.
YOKOHAMA AND KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 25th July.
CHINGWANGTAO, JAPAN, AMERICA, &c.	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	About 11th inst.
SHANGHAI via SWATOW	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-day, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	About 12th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 16th inst. at 10 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 16th inst. P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	About 17th inst.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 20th inst.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 22nd inst. P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 23rd inst. at Noon.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	End of June.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	Quick despatch.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 14th inst. at 10 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 14th inst. at 9 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-morrow, at 2 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	To-day, at 9 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 18th inst. at Noon.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 18th inst. at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 18th inst. at Noon.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 20th inst. at Noon.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 20th inst. at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 18th inst. at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 17th inst. at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	About End of June.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 18th inst.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	On 24th inst. at Noon.
SHANGHAI, YOKOHAMA, & KOBE	SHANGHAI	Brit. str.	—	J. G. Olliff	CHINA COMMERCIAL S.S. CO.	Quick despatch.

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SUBJECT TO ALTERATION.

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MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CURONIA"	About 5th July.

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PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	HAKATA MARU, Tons 6161 Capt. T. Mura.	WEDNESDAY, 24th June, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA.	KAGA MARU, Tons 6301 Capt. G. S. Leprik.	TUESDAY, 23rd June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	YAWATA MARU, Tons 3517 Capt. K. Homma. NIKKO MARU, Tons 5539 Capt. T. Harrison.	FRIDAY, 12th June, at Noon. FRIDAY, 10th July, at Noon.
KOBE and YOKOHAMA	BINGO MARU, Tons 6247 Capt. A. Christiansen.	FRIDAY, 12th June, at 4 P.M.
BOMBAY via SINGAPORE, PENANG, and COLOMBO	YEBOSHI MARU, Tons 4097 Capt. B. Koo.	THURSDAY, 18th June.

Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
MANAGER. 356

Hongkong, 11th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN" Capt. Martin	On 22nd June, P.M.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 6th July, P.M.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 7th July, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building.

Hongkong, 10th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

via MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 1st July.
SUVERIC	6,232	V. Shotton	On 23rd July.
KUMERIC	6,232	Cowley	On 18th August.
SHAWMUT	9,606	E. V. Roberts	On 12th September.

† Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fans in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 10th June, 1908.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
 Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "BRITANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egyp," due in London on 25th July, 1908. "Egyp," due in London will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars apply to
 E. J. ABBOTT,
 Acting Superintendent.

Hongkong, 1st June, 1908.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"GLENBARN,"
 Captain W. Haughton, will be despatched as above on MONDAY, the 15th June.
 For Freight apply to
 McCREGOR BROS. & GOW.
 Hongkong, 27th May, 1908. 861



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MAITA	About 11th	Freight and Passage.
SHANGHAI MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. B. A. Peters	June	
LONDON VIA USUAL PORTS	DELHI	About 12th	Freight and Passage.
of CALL	Capt. C. G. Talbot, R.N.E.	June	
LONDON and ANTWERP	PALESTINE	About 17th	Freight only.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. O. Jones, R.N.E.	June	
LONDON and ANTWERP	PALESTINE	About 23rd	Freight only.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. B. M. Ferguson	June	

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 5th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPH"	On 11th June, 9 A.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 10 A.M.
AMOI	"CHANGHONG"	On 11th June, 4 P.M.
MANILA ZAMBOANGA, CEBU, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.
CEBU and LOLOLO	"KALFONG"	On 16th June, 4 P.M.
MANILA	"TEAN"	On 16th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 11th June, 1908.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Libia, Porto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAKONIA	20th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. ISTRIA	20th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILVIA	20th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA	8th July

Further Particulars, apply to—

Hongkong, 11th June, 1908.

HOMEWARD.

FOR LONDON, HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th June
FOR GUESSA AND OR MARSEILLES & HAMBURG:	S.S. HELLAS	18th June
FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG:	S.S. BRISGAVIA	23rd June
FOR HAVRE & HAMBURG:	S.S. DORTMUND	12th July
FOR ISTRIA	S.S. ISTRIA	26th July
FOR SAKONIA	S.S. SAKONIA	9th Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"TAISANG"	Thursday, 11th June, 4 P.M.
SANDAKAN	"MAUSANG"	Wednesday, 17th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, K. & M. MOI	"NAMSANG"	Tuesday, 2nd July, Noon.
SINGAPORE, PENANG & C. LUTTA	"FOKSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Deta, Simporna, Tawao, Uatkan, Jesselton and Labuan.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to: JARDINE, MATHESON & CO., LTD.,
Hongkong, 11th June, 1908.

GENERAL MANAGERS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Wedday, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	About Wedday, 17th June.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO"	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	TONS	LEAVES HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	SATURDAY, 18th June	4th July
"LENNOX"	3,700	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN"	6,000	SATURDAY, 4th July	25th July
"MONTEAGLE"	6,163	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA"	6,000	SATURDAY, 25th July	15th Aug.
"GLENFARG"	3,700	SATURDAY, 8th Aug.	6th Sept.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$40. " " 242.

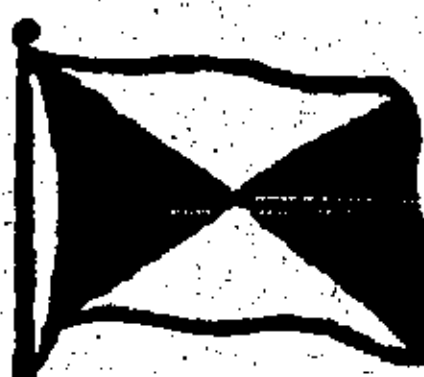
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

S.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Fray, opposite Blake Pier.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 13th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 20th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th June, 1908.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL AROUND THE WORLD LINE.

TWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chingwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa, to Hongkong in 28 Days. NANTES to HONGKONG in 28 Days. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC—Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 Days
YOKOHAMA to LONDON and PARIS 23 Days

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

† AMIRAL EXELMANS	25th July	= MALTE	12th Oct.
= OUESSANT	27th Aug.	= CEBLAN	28th Nov.
		= CORSE	11th Jan. 09

† No Passengers. † Intern-dial Class and Rates of Passage.
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 14th June, at 9 A.M.
TAKAO (DIRECT)	"SEOSHU MARU"	TUESDAY, 16th June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI and FOCHOW	"BUJUN MARU"	TUESDAY, 16th June, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unrivaled Table & Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th June, 1908.

T. ARIMA, Manager.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East: 16, DEE YUEN ROAD, HONGKONG.

Japan Office: 14, WATERS STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.
ALDENHAM, British str., 3,906, St. John George, 7th June—Australia via Sydney 14th May, General—Gibb, Livingston & Co.
AMIRAL, De Broomont, French str., 154, Chabla, 22nd April—Haiphong 18th April, Ballast—Wills & Jackson.
ARABIA, German str., 2,867, C. Neumann, 7th June—Portland 29th April, Flour and Lumber—Portland Asiatic S.S. Co.
BOURBON, French str., 397, Le Bail, 30th May—Saigon 26th May, General—Chinese.
CAMATA, British str., 2,903, F. Gibson, 6th June—Kobe 31st May, Coal—Mitsui Bussan Kaisha.
CARE, DREIDRIGSEN, German str., 774, T. Kayser, 6th June—Haiphong and Hoibow 5th June, General—Jensen & Co.
CHANGHONG, British str., 1,203, Pickett, 2nd June—Wuhu and Chinkiang 29th May, General—Butterfield & Swire.
CHILBAK, Norwegian str., 1,102, H. Nielsen, 2nd June—Bangkok 27th May, General—Butterfield & Swire.
COURTNEY, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
DAGET, Norwegian str., 940, O. Abrahamson, 7th June—Daly 31st May, General—Aagaard, Thorsen & Co.
DRUPAB, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.
EIGER, Norwegian str., 870, N. S. Nielsen, 3rd June—Bangkok 27th May, Rice—Chinese.
EMPERESS OF INDIA, British str., 6,001, P. Beetham, 4th June—Vancouver 13th May, Mail and General—P. & H. Co.
FAUSANG, British str., 1,430, H. S. Martin, 7th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.
GAZELLE, British str., 3,262, D. A. Cave, 5th June—Keelung 2nd June, General—Dodwell & Co.
HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wills & Jackson.
HILARY, German str., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.
HINSANG, British str., 2,346, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.
HONGKONG, French str., 640, A. Cornelissen, 8th June—Haiphong June 5th, & Hoibow 7th, General—A. R. Marty.
ISORIA, Italian str., 2,481, Bolso Giuseppe, 4th June—Bomby 17th Penang 26th and Singapore 28th May, General—Carlowitz & Co.
JAPAN, British str., 3,806, J. G. Offent, 8th June—Calcutta May 25th, Penang 30th, and Singapore 3rd June, General—David Sassoon & Co., Ltd.
KABONGA, British str., 2,932, R. Leslie, 9th June—New York 21st April, via Singapore 3rd June, General—Shewan, Tomes & Co.
KEMUN, British str., 5,668, H. W. N. Evans, 8th June—Manila 6th June, General—Butterfield & Swire.
KIANGCHING, Chinese str., 1,002, Bressander, 3rd June—Shanghai 30th May, General—Chinese.
KITO MARU, Japanese str., 1,448, I. Hirai, 9th June—Bangkok 1st June, Teak—Mitsui Bussan Kaisha.
KWITSCH, German str., 646, D. Heuk, 31st May—K. C. Wan 30th May, General—Jensen & Co.
KORSA, American str., 5,651, Andrew Dixon, 4th June—San Francisco via Ports 9th May, General—Pacific Mail S.S. Co.
KUICHOW, British str., 1,216, G. Hooker, 6th June—Haiphong and Swatow 5th June, General—Butterfield & Swire.
KWINTANG, British str., 1,044, Dawson, 5th June—Newchwang May 27th, Haiphong 29th, and Chefoo 30th, General—Butterfield & Swire.
LENNOX, British str., 3,361, P. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Wosung 2nd June, General—Canadian Pacific Railway Co.
LOYAL, German str., 1,237, Fr. Natzius, 25th May—Cebu 18th May, Coal—Sander, Weiler & Co.
MANILA, German str., 1,108, J. Minssen, 30th May—Sydney 5th May, General—Malchers & Co.
MARIE, German str., 1,169, P. E. Christiansen, 25th May—Salina Cruz 29th April, Ballast—China Commercial Steamship Co.
MATHILDE, German str., 831, A. F. Uiderup, 8th June—Haiphong & Hoibow 7th June, General—Jensen & Co.
MAUSANG, British str., 1,644, Weigall, 7th June—Sandakan 2nd June, Timber and General—Jardine, Matheson & Co.
MERFOD, Chinese str., 1,333, J. MacArthur, 8th June—Shanghai 4th June, General—Chinese.
MERAPI, Dutch steamer, 1,597, E. Uldale, 26th May—Singapore 19th May, General—Chinese.
NANCHANG, British str., 1,228, W. J. Miller, 7th June—Chefoo 1st June, Beans—Butterfield & Swire.
NEBET, Dutch str., 1,326, Wester, 13th May—from Hankow—Arnhold, Karberg & Co.
OCEANO, British str., 1,735, M. Le Brun, 20th May—Hongay 17th May, Coal—Dodwell & Co.
ORIEL, British str., 2,206, G. Maddrell, 3rd June—Moji 28th May, Coal—Bradley & Co.
PRIMO, German str., 476, V. Flottwell, 27th May—Saigon 22nd May, Rice—Hamburg-America Linie.
PENANG, German str., 2,190, C. Wolf, 7th June—Kobe 31st May, Rice, Mail and Wood—Butterfield & Swire.
PHEUMPHU, British str., 1,034, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinese.
PITANULOK, German str., 1,200, T. Heyong, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
POWATAP, British str., 1,050, Turner, 29th May—Salina Cruz 24th April, Ballast—Chinese.
PROMETHEUS, Nor. str., 1,024, O. Kornelissen, 4th June—Bangkok 29th May, Rice—Butterfield & Swire.
PROTEUS, Norwegian str., 1,024, C. Moller, 9th June—Bangkok 9th May, Rice—Aagaard, Thorsen & Co.
RAGONAR, Norwegian str., 1,320, Angelsen, 5th June—Rajang 29th May, Timber—Wallen & Co.
SAMSEN, German str., 993, F. Schmets, 8th June—Saigon 3rd June, Rice—Butterfield & Swire.
SEANTUNG, German str., 1,868, C. Gosewith, 3rd June—Bangkok 27th May, Rice and Salt—Chinese.
SHAOSHING, British str., 1,307, W. McIntosh, 30th May—Shanghai 29th May, General—Butterfield & Swire.
SIMONGAN, Dutch str., 1,202, H. Vos, 21st May—Samarang via Palo Laut 11th May, Sugar—Chinese.
SUI MOU, German str., 1,857, Calender, 9th June—Haiphong 7th June, Cement—Hamburg-America Linie.

SWANLEY, British str., 2,988, Steele, 2nd June—Chingwangtao 27th May—Order.
TAISANG, British str., 1,554, W. J. Davies, 3rd June—Chinkiang 20th May, Rice—Jardine, Matheson & Co.
TEUCHER, British str., 5,805, J. Barwise, 5th June—Kobe 31st May, General—Butterfield & Swire.
TREWORTH, British str., 1,227, E. Monkman, 7th June—Amoy 5th June, General—Butterfield & Swire.
TOTOMI MARU, Japanese str., 2,464, M. Winc, 10th June—Singapore 1st June, General—Nippon Yusen Kaisha.
VALENTIA, British str., 2,111, Richards, 2nd June—Cardiff 17th April, Coal—Order.
WAISHING, British str., 1,170, W. F. Richard, 6th June—Wuhu & Chinkiang 1st June, General—Jardine, Matheson & Co.
YAWATA MARU, Japanese str., 3,816, K. Homma, 4th June—Yokohama 30th May, General—Nippon Yusen Kaisha.
Yochow, British str., 1,305, Northcombe, 5th June—Shanghai 31st May, via Swatow 4th June, General—Butterfield & Swire.
ZAFIRO, British str., 1,619, R. Rodgers, 8th June—Manila 6th June, Sugar and Hemp—Shewan, Tomes & Co.

JUTERPOLIS, British ship, 2,480, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LONDON CHINA STEAM NAVIGATION CO.'s services, service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. Ports every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hankow, 4th August, 1898.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.)

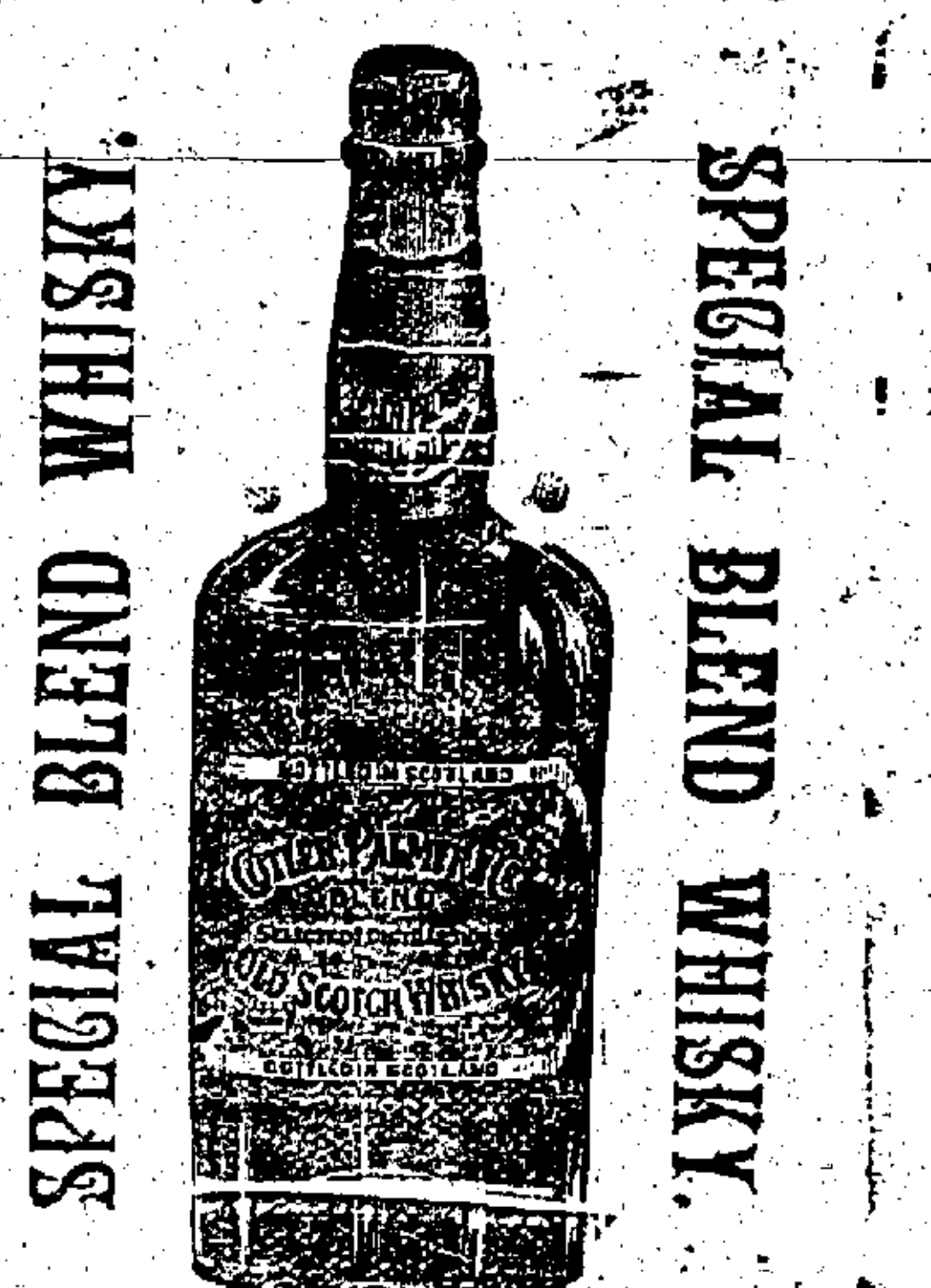
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MANAGER, MITSU BISHI CO.

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Renowned Physicians prescribe Grimaldi's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaliba, do not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

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GRIMALDI & CO. PARIS
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POST OFFICE NOTICE

FOR	FROM	DATE
Swatow, Weihaiwei, Chefoo and Tientsin	Kuichow	Thursday, 11th, 9.00 A.M.
Hohow and Haiphong	Mathilde	Thursday, 11th, 9.00 A.M.
Shanghai Yokohama, Kobe and Moji	Japan	Thursday, 11th, 11.00 A.M.
Swatow	Curt Diederichsen	Thursday, 11th, 11.00 A.M.
Shanghai, Dalny and Chemulpo	Ravens	Thursday, 11th, 11.00 A.M.
Swatow and Langkok	Isoria	Thursday, 11th, 1.00 P.M.
Singapore, Penang and Bombay	Sui Tai	Thursday, 11th, 1.00 P.M.
Macao	Dugny	Thursday, 11th, 2.00 P.M.
Newchwang	Changchow	Thursday, 11th, 3.00 P.M.
Amoy	Taiwang	Thursday, 11th, 3.00 P.M.
Swatow and Shanghai	Morie	Thursday, 11th, 4.00 P.M.
Moji, Salina Cruz and Mexico	Hong Moh	Thursday, 11th, 5.00 P.M.
Amoy	Fousang	Thursday, 11th, 5.00 P.M.
Haiphong	Solstad	Friday, 12th, 9.00 A.M.
Hohow and Haiphong	Hupsh	Friday, 12th, 9.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Yawata Maru	Friday, 12th, 11.00 A.M.
Bangkok, Amoy and Foochow	Pitranulok	Friday, 12th, 1.00 P.M.
Macao	Haiching	Friday, 12th, 1.15 P.M.
Kobe and Yokohama	Sui Tai	Friday, 12th, 5.00 P.M.
Manila	Dingo Maru	Saturday, 13th, 10.00 A.M.
Musoro, India via Taitoorin	Zafiro	Saturday, 13th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-morrow, at 5 p.m.		
Macao	Sui Tai	Friday, 12th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Empress of India	Friday, 12th, 1.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
Swatow, Amoy and Tamsui	Joshin Maru	Saturday, 13th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Teucer	Sunday, 14th, 9.00 A.M.
Batavia, Cherbon, Saumang, Soerabaya and Macassar	Tjiki	Monday, 15th, 3.00 P.M.
Keelung, Phangshai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco	Korea	Tuesday, 16th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
Cebu and Iloilo	Kaifong	Tuesday, 16th, 3.00 P.M.
Manila	Lean	Tuesday, 16th, 3.00 P.M.
Europe, India via Taitoorin	Prins Heinrich	Wednesday, 17th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Mausang	Wednesday, 17th, 11.00 A.M.
Manila, Friedrich-Wilhelmshafen, Simpsonhafen, Herberstahof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Lennox	Thursday, 18th, 11.00 A.M.
Keelung, Moji, Kobe, Yokohama, Shimizu, Yokohama, Honolulu, San Francisco and Portland	Manila	Thursday, 18th, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Nicomedis	Friday, 19th, 11.00 A.M.
Manila, Friedrich-Wilhelmshafen, Simpsonhafen, Herberstahof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Loongang	Friday, 19th, 3.00 P.M.
Keelung, Moji, Kobe, Yokohama, Shimizu, Yokohama, Honolulu, San Francisco and Portland	Bubi	Saturday, 20th, 11.00 A.M.
Shanghai, Nagasaki, Kobe and Moji	Namsang	Saturday, 20th, 11.00 A.M.
Singapore, Penang and Calcutta	Fockang	Wednesday, 24th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	America Maru	Friday, 19th, 11.00 A.M.
Manila, Friedrich-Wilhelmshafen, Simpsonhafen, Herberstahof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Yuenang	Friday, 19th, 3.00 P.M.

TO-DAY.
Sole, Old Iron, Railings, Furniture, &c., at
Matankok, Messrs. Hughes & Hough, noon.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

	June 10th.
ON LONDON.—	
Telegraphic Transfer	1.8 1/2
Bank Bills, on demand	1.8 1/2
Bank Bills, at 30 days' sight	1.8 1/2
Bank Bills, at 4 months' sight	1.9 1/2
Credits, at 4 months' sight	1.9 1/2
Documentary Bills 4 months' sight, 9 1/2	
ON PARIS.—	
Bank Bills, on demand	225
Credits, at 4 months' sight	229 1/2
ON GERMANY.—	
on demand	182 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	135
Bank, on demand	135 1/2
ON CALCUTTA.—	
Telegraphic Transfer	135
Bank, on demand	135 1/2
ON SHANGHAI.—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA.—On demand	87 1/2
ON MANILA.—On demand—Peso—	88
ON SINGAPORE.—On demand	77 1/2
ON BATAVIA.—On demand	107 1/2
ON HAI PHONG.—On demand	84 p.c. pm.
ON SAIGON.—On demand	8 p.c. pm.
ON BANGKOK.—On demand	81.00
SOVEREIGNS, Bank's Buying Rate	111.00
LONG GOLD, 100 fine, per tael	375.75
SILVER, per oz.	24 1/2